SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

16

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Wednesday, January 20, 1915, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Eastward.

RED BLUFF SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS		FIRST CLASS				Minimum running time between stations for passenger trains-min.	Distance from San Frncisco Via Marysville	Time Table No. 16 January 20, 1915	Distance from Dunsmuir	Minimum running time between stations for freight trains-minutes	FIRST CLASS				SECOND CLASS	
	230	222	14	12	28	16						27	11	13	15	229	221
	Way Freight	Portland Fast Freight	Portland Express	Shasta Limited	Dunsmuir Passenger	Oregon Express						Dunsmuir Passenger	Shasta Limited	San Francisco Express	California Express	Way Freight	Portland Fast Freight
	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily
Term. Yd. WFTOP	10.10PM	9.30PM	**9.05PM**	5.05PM	4.20PM	5.20AM		223.4	DNR **RED BLUFF** 5.5	98.7		9.45AM	12.25PM	11.25PM	4.05AM	**9.00PM**	3.45AM
75 P	10.30	9.50	9.15	5.15	f 4.30	5.30		228.9	BLUNT 3.3	93.2		f 9.35	12.15	**11.12**	3.52	8.45	3.20
22								232.2	IVREA (Spur) 1.4	89.9							
65 P	**10.55**	10.10	9.25	5.23	f 4.40	f 5.40		233.6	HOOKER 6.8	88.5		f 9.25	12.07PM	**10.55**	3.39	8.25	2.20
49 WP	**11.25PM**	**10.37**	s 9.37	5.35	s 4.52	s 5.52		240.4	N COTTONWOOD 6.7	81.7		s 9.10	11.54AM	s **10.37**	s 3.20	8.00	1.30
47 P	**12.25AM**	11.10	s 9.50	5.45	s 5.03	s 6.08		247.1	D **ANDERSON** 2.1	75.0		s 8.55	11.44	s 10.20	s 3.00	7.10	1.10
23					f			249.2	ANDERSON BRICKYARD 4.8	72.9		f					
67	**12.50**	11.30	**10.05**	5.55	f 5.13	f 6.18		253.5	GIRVAN 3.0	68.6		f 8.43	11.34	**10.05**	2.50	6.15	**12.50**
33								256.5	STANDARD OIL (Spur) 0.8	65.6							
3								257.3	CAL. POWDER WORKS (Spur) 0.9	64.8							
66 WP	**1.25** **4.00**	11.45	s 10.20	**6.05**	s **5.27**	s 6.32		258.2	DN **REDDING** 2.8	63.9		s 8.35	11.25	s 9.55	s **2.40**	**6.05** **4.50**	12.30
18	4.20	11.55PM	10.26	6.10	f 5.32	f 6.37	5	261.0	MIDDLE CREEK 2.9	61.1		f 8.23	11.20	9.42	**2.32**	4.40	12.15
68 P	5.00	**12.05AM**	s 10.33	6.16	s 5.39	s 6.45	6	263.9	D **KESWICK** 2.0	58.2	9	s 8.15	11.14	s 9.35	f 2.25	4.30	**12.05AM**
19							5	265.9	CENTRAL MINE 0.5	56.2	6						
26					f	f		266.4	CUARGO 1.6	55.7		f					
38 WP	5.20	12.25	10.45	6.26	f 5.50	f 7.00	5	268.0	MOTION 3.0	54.1	7	f **8.02**	11.04	9.23	**2.14**	3.40	11.40PM
85 OP	5.35	12.40	f 10.55	6.34	s 5.59	s 7.09	7	271.0	**CORAM** 4.7	51.1	11	s 7.51	10.57	s 9.14	f **2.06**	3.25	11.25
64 OP	6.30	1.00	s **11.07**	6.45	s 6.12	s 7.20	10	275.7	Automatic Block DN **KENNET** 2.6	46.4	15	s 7.40	10.47	s 9.02	s 1.55	2.45	**11.07**
61 P	7.00	1.10	11.14	6.52	s 6.19	f **7.30**	6	278.3	D **PITT** 1.9	43.8	9	s **7.30**	10.40	f 8.50	**1.44**	1.35	10.50
87 YWP	**7.24**	**1.40**	11.19	6.56	f 6.24	f 7.39	4	280.2	MORLEY 3.6	41.9	7	f **7.24**	10.36	f 8.45	**1.40**	1.25	10.40
32 P	**7.50**	1.55	11.30	7.03	f 6.32	f **7.50**	7	283.8	ELMORE 6.7	38.3	13	f 7.15	10.29	f 8.35	**1.30**	1.10	10.25
4					f	f		290.5	ANTLER 0.6	31.6		f		f			
60 P	8.30	**2.25**	11.49PM	7.19	f 6.50	8.09	16	291.1	SMITHSON 5.6	31.0	22	f 6.55	10.13	8.15	1.10	12.40	9.55
68 WP	9.00	2.50	s 12.07AM	7.35	s 7.06	s 8.29	12	296.7	DN DELTA 3.5	25.4	19	s 6.42	10.00	s 8.00	s 12.55	12.15PM	9.30
44 P	**9.51**	3.05	f 12.18	**7.45**	s 7.16	s 8.41	8	300.2	D LAMOINE 3.8	21.9	11	s 6.30	**9.51**	s **7.45**	f 12.44	11.45AM	9.10
36 P	10.25	3.20	**12.32**	7.55	f **7.30**	f 8.54	9	304.0	GIBSON 5.4	18.1	12	f 6.20	9.42	f **7.30**	**12.32**	11.15	8.55
74 WP	**10.50**	3.50	12.47	8.10	f 7.44	f 9.08	12	309.4	N SIMS 2.4	12.7	19	f 6.06	9.30	f 7.17	f 12.13	**10.50**	8.35
					f	f		311.8	FLUME (Spur) 1.3	10.3		f					
66	11.28AM	4.05	12.57	**8.20**	f 7.54	f **9.22**	8	313.1	CONANT 2.2	9.0	12	f 5.56	**9.22**	f 7.05	12.02AM	10.35	**8.20**
52 P	12.01PM	4.20	f 1.07	8.27	s **8.05**	s 9.33	5	315.3	D CASTELLA 0.8	6.8	7	s 5.50	9.17	s 6.55	f 11.55PM	10.15	**8.05**
35								316.1	DIRIGO 0.3	6.0							
			f		f	f		316.4	CASTLE ROCK (Spur) 1.9	5.7		f		f	f		
40	12.30	4.40	f 1.17	8.35	f 8.17	f **9.45**	8	318.3	CASTLE CRAG 2.1	3.8	10	f 5.40	9.09	s 6.45	f 11.45	**9.45**	7.50
46 P	12.45	4.55	1.23	8.40	f 8.23	9.50	5	320.4	NUTGLADE 1.7	1.7	7	f 5.35	9.04	6.40	11.40	9.30	7.40
Term. Yd. WFTOP	1.00PM	5.05AM	1.30AM	8.45PM	8.30PM	9.55AM	4	322.1	DNR **DUNSMUIR**	0.0	6	5.30AM	9.00AM	6.35PM	**11.35PM**	9.15AM	7.30PM
	Arrive Daily Ex. Tuesday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(98.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex.Monday	Leave Daily
	(14.50)	(7.35)	(4.25)	(3.40)	(4.10)	(4.35)			Time over District			(4.15)	(3.25)	(4.50)	(4.30)	(11.45)	(8.15)
	6.65	13.01	22.34	26.91	23.68	21.53			Average speed per hour			23.22	28.88	20.42	21.93	8.40	11.96

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Nos. 27 and 28 will stop on signal at Sweetbrier, Chromite, Eagle Point, Fisher, Scholes, Etter and Draper.
No. 13 will stop on signal at Sweetbrier.

Eastward.

DUNSMUIR SUBDIVISION.

Westward.

BULLETIN NO. 1094

Dunsmuir, Jan. 21, 1915.

AGENTS
CONDUCTORS
ENGINEERS

Effective Jan. 21st, and during the life of Time-table No. 16, Trains 13 and 16 will stop on flag at Chromite to receive and discharge passengers.

J. W. Metcalf,
Superintendent.

File 520-311

Posted ____________
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SOUTHERN PACIFIC SAFETY

14 Portland Express Leave Daily	Minimum running time between stations for passenger trains—min.	Distance from San Francisco Via Marysville		Time Table No. 16 January 20, 1915 STATIONS	Distance from Ashland	Minimum running time between stations for freight trains—minutes	FIRST CLASS 11 Shasta Limited Arrive Daily	FIRST CLASS 13 San Francisco Express Arrive Daily	FIRST CLASS 15 California Express Arrive Daily			SECOND CLASS 229 Way Freight Arrive Daily Ex. Sunday	SECOND CLASS 221 Portland Fast Freight Arrive Daily	SECOND CLASS 225 Way Freight Arrive Daily Ex. Saturday	
1.45AM		322.1		DNR **DUNSMUIR** 1.0	107.0		8.53AM	6.15PM	11.20PM			2.15PM	4.55PM		
f		323.1		UPPER SODA SPRINGS 0.7	106.0			f 6.10	f			No Siding	No Siding		
f	10	323.8		SHASTA RETREAT 1.6	105.3	15		f 6.06	f			No Siding	No Siding		
f 1.57		325.4		D† SHASTA SPRINGS 0.7	103.7		8.42 s 8.37	6.01 s 5.51	f 11.05						
2.00	4	326.1		SMALL 1.5	103.0	6	**8.35**	5.49	11.02			1.50	4.30		
2.05	12	327.6		CANTARA 3.8	101.5	13	8.30	f 5.44	f 10.56			1.40	4.20		
2.20	5	331.4		MOTT 2.1	97.7	6	8.17	5.29	f 10.40			1.05	4.00		
2.25		333.5		AZALEA 1.6	95.6		8.11	5.23	10.34			12.45	3.45		
	7	335.1	Automatic Block	PIONEER (Spur) 0.3	94.0	9									
		335.4		BARNARD (Spur) 1.3	93.7										
s 2.40	5	336.7		DN **SISSON** 2.4	92.4	7	8.05	s 5.15	s 10.25			12.25PM 11.05AM	3.30		
2.45	7	339.1		UPTON 3.2	90.0	10	7.59	5.05	f 10.12			10.55	3.15		
2.54	8	342.3		DEETZ 3.5	86.8	10	7.52	f 4.56	f **10.00**			10.40	3.00		
3.01		345.8		IGERNA 0.6	83.3		**7.43**	4.45	f 9.45			**10.15**	2.35		
	6	346.4		COGGINS (Spur) 2.0	82.7	7									
s 3.11	12	348.4		DNR **WEED** 5.0	80.7	18	7.36	s 4.30	s 9.35			10.00	2.20		
s 3.24		353.4		D EDGEWOOD 7.6	75.7		7.21	s **4.15**	s 9.20			**8.44**	1.50		
s 3.39		361.0		D GAZELLE 8.1	68.1		7.06	s 3.53	s 9.00			8.15	1.10		
f 3.52		369.1		GRENADA 6.4	60.0		6.53	3.37	f 8.45			7.15	**12.45**		
s 4.06		375.5		DN **MONTAGUE** 5.2	53.6		**6.42**	s 3.22	s 8.30			**6.42**	**12.27**		
4.15	11	380.7		SNOWDON 5.5	48.4	15	6.33	3.06	f 8.18			6.10	12.15PM		
f 4.27	5	386.2		AGER 2.2	42.9	7	6.18	f 2.49	f 8.03			5.50	11.50AM		
4.33	5	388.4		THRALL 2.1	40.7	6	6.12	2.41	f 7.55			5.25	**11.35**		
4.39	5	390.5		KLAMATHON 2.6	38.6	7	6.07	2.35	f 7.50			5.10	11.25		
s **4.50**	12	393.1		DNR **HORNBROOK** 4.4	36.0	17	s 6.02	s **2.30**	s 7.45			**5.00AM**	11.15	11.20PM	
5.08	12	397.5		ZULEKA 4.3	31.6	17	5.45	**2.11**	f 7.20				10.10	11.00	
s **5.33**	2	401.8		D HILT 1.0	27.3	4	**5.33**	f 1.53	s 7.08				9.50	10.40	
5.36	13	402.8		COLE 4.6	26.3	18	5.31	1.47	f 7.04				9.45	10.15	
5.58		407.4		GREGORY 1.7	21.7		5.18	1.32	f 6.50				9.25	9.55	
f 6.04	9	409.1		COLESTIN 0.9	20.0	10		f 1.25	f 6.43				No Siding	No Siding	
6.14	7	410.0		WHITE POINT 2.2	19.1	9	5.09	1.20	6.40				9.00	9.30	
s 6.24	11	412.2		DN SISKIYOU 3.4	16.9	14	5.02	s 1.10	s 6.30				8.45	9.20	
6.40	12	415.6		WALL CREEK 3.7	13.5	15	4.45	**12.54**	**6.10**				8.15	8.55	
s 6.55	11	419.3		STEINMAN 3.6	9.8	14	4.30	f 12.35	f 5.50				7.40	8.25	
7.09	7	422.9		MISTLETOE 2.6	6.2	10	**4.15**	12.17	f 5.32				**7.09**	7.55	
7.20	8	425.5		CLAWSON 3.6	3.6	11	4.08	12.05PM	f 5.20				6.50	**7.30**	
7.30AM		429.1		DNR **ASHLAND**	0.0		4.00AM	11.55AM	5.10PM				6.35AM	7.15PM	
Arrive Daily				(107.0)			Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday	
(5.45) 18.60				Time over District Average speed per hour			(4.53) 21.91	(6.20) 16.88	(6.10) 17.35			(9.15) 7.67	(10.20) 10.35	(4.05) 8.80	

Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily
(11.35) 9.23	(4.35) 7.85	(7.15) 9.79		(4.57) 21.61	(6.20) 16.88

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

†The time of Passenger trains at Shasta Springs is at the Mineral Spring and not at the Siding.
Nos. 15 and 16 will stop on signal at Elba to receive or discharge passengers.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS				FIRST CLASS				Minimum running time between stations for passenger trains–min.	Distance from San Francisco Via Marysville	Time Table No. 16 January 20, 1915	Distance from Dunsmuir	Minimum running time between stations for freight trains–minutes	FIRST CLASS				SECOND CLASS	
	230	222			14	12	28	16						27	11				
	Way Freight	Portland Fast Freight			Portland Express	Shasta Limited	Dunsmuir Passenger	Oregon Express						Dunsmuir Passenger	Shasta Limited				
	Leave Daily Ex. Monday	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily				
Term. Yd. WFTOP	10.10PM	9.30PM			**9.05PM**	5.05PM	4.20PM	5.20AM		223.4	DNR **RED BLUFF** 5.5	98.7		9.45AM	12.25PM				
75 P	10.30	9.50			9.15	5.15	f 4.30	5.30		228.9	BLUNT 3.3	93.2		f 9.35	12.15				
22										232.2	IVREA (Spur) 1.4	89.9							
65 P	**10.55**	10.10			9.25	5.23	f 4.40	f 5.40		233.6	HOOKER 6.8	88.5		f 9.25	12.07PM				
49 WP	11.25PM	**10.37**			s 9.37	5.35	s 4.52	s 5.52		240.4	N COTTONWOOD 6.7	81.7		s 9.10	11.54AM				
47 P	12.25AM	11.10			s 9.50	5.45	s 5.03	s 6.08		247.1	D **ANDERSON** 2.1	75.0		s 8.55	11.44				
23							f			249.2	ANDERSON BRICK YARD 4.8	72.9		f					
67	**12.50**	11.30			**10.05**	5.55	f 5.13	f 6.18		253.5	GIRVAN 3.0	68.6		f 8.43	11.34				
33										256.5	STANDARD OIL (Spur) 0.8	65.6							
3										257.3	CAL. POWDER WORKS 0.9 (Spur)	64.8							
66 WP	1.25 4.00	11.45			s 10.20	**6.05**	s **5.27**	s 6.32		258.2	DN **REDDING** 2.8	63.9		s 8.35	11.25	s			
18	4.20	11.55PM			10.26	6.10	f 5.32	f 6.37	5	261.0	MIDDLE CREEK 2.9	61.1		f 8.23	11.20				
68 P	5.00	**12.05AM**			s 10.33	6.16	s 5.39	s 6.45	6	263.9	D **KESWICK** 2.0	58.2	9	s 8.15	11.14	s			
19									5	265.9	CENTRAL MINE 0.5	56.2	6						
26							f	f	5	266.4	CUARGO 1.6	55.7	7	f					
38 WP	5.20	12.25			10.45	6.26	f 5.50	f 7.00		268.0	MOTION 3.0	54.1		f 8.02	11.04				
85 OP	5.35	12.40			f 10.55	6.34	s 5.59	s 7.09	7	271.0	**CORAM** 4.7	51.1	11	s 7.51	10.57	s			
64 OP	6.30	1.00			s **11.07**	6.45	s 6.12	s 7.20	10	275.7	DN **KENNET** 2.6	46.4	15	s 7.40	10.47	s			
61 P	7.00	1.10			11.14	6.52	s 6.19	f **7.30**	6	278.3	D **PITT** 1.9	43.8	9	s **7.30**	10.40	f			
87 YWP	**7.24**	**1.40**			11.19	6.56	f 6.24	f 7.39	4	280.2	MORLEY 3.6	41.9	7	f **7.24**	10.36	f			
32 P	**7.50**	1.55			11.30	7.03	f 6.32	f **7.50**	7	283.8	ELMORE 6.7	38.3	13	f 7.15	10.29	f			
4							f	f	16	290.5	ANTLER 0.6	31.6	22	f		f			
60 P	8.30	2.25			11.49PM	7.19	f 6.50	8.09		291.1	SMITHSON 5.6	31.0		f 6.55	10.13				
68 WP	9.00	2.50			s 12.07AM	7.35	s 7.06	s 8.29	12	296.7	DN DELTA 3.5	25.4	19	s 6.42	10.00	s			
44 P	**9.51**	3.05			f 12.18	**7.45**	s 7.16	s 8.41	8	300.2	D LAMOINE 3.8	21.9	11	s 6.30	**9.51**	s			
36 P	10.25	3.20			**12.32**	7.55	f **7.30**	f 8.54	9	304.0	GIBSON 5.4	18.1	12	f 6.20	9.42	f			
74 WP	**10.50**	3.50			12.47	8.10	f 7.44	f 9.08	12	309.4	N SIMS 2.4	12.7	19	f 6.06	9.30	f			
							f	f	8	311.8	FLUME (Spur) 1.3	10.3	12	f					
66	11.28AM	4.05			12.57	**8.20**	f 7.54	f **9.22**		313.1	CONANT 2.2	9.0		f 5.56	**9.22**	f			
52 P	12.01PM	4.20			f 1.07	8.27	s **8.05**	s 9.33	5	315.3	D CASTELLA 0.8	6.8	7	s 5.50	9.17	s			
35									8	316.1	DIRIGO 0.3	6.0	10						
					f		f	f		316.4	CASTLE ROCK (Spur) 1.9	5.7		f		f			
40	12.30	4.40			f 1.17	8.35	f 8.17	f **9.45**		318.3	CASTLE CRAG 2.1	3.8		f 5.40	9.09	s 6			
46 P	12.45	4.55			1.23	8.40	f 8.23	9.50	5	320.4	NUTGLADE 1.7	1.7	7	f 5.35	9.04	6			
Term. Yd. WFTOP	1.00PM	5.05AM			1.30AM	8.45PM	8.30PM	9.55AM	4	322.1	DNR **DUNSMUIR**	0.0	6	5.30AM	9.00AM	6			
	Arrive Daily Ex. Tuesday	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(98.7)			Leave Daily	Leave Daily	Leav			
	(14.50)	(7.35)			(4.25)	(3.40)	(4.10)	(4.35)			Time over District			(4.15)	(3.25)	(4		(11.45)	(8.15)
	6.65	13.01			22.34	26.91	23.68	21.53			Average speed per hour			23.22	28.88	20.42	21.93	8.40	11.96

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Nos. 27 and 28 will stop on signal at Sweetbrier, Chromite, Eagle Point, Fisher, Scholes, Etter and Draper.
No. 13 will stop on signal at Sweetbrier.

Eastward.

DUNSMUIR SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water Turning Stations and Telephone	SECOND CLASS					FIRST CLASS			Minimum running time between stations for passenger trains—min.	Distance from San Francisco Via Marysville		Time Table No. 16 January 20, 1915 STATIONS		Distance from Ashland	Minimum running time between stations for freight trains—minutes	FIRST CLASS					SECOND CLASS		
	222	226	230			12	16	14								11	13	15			229	221	225
	Portland Fast Freight	Way Freight	Way Freight			Shasta Limited	Oregon Express	Portland Express								Shasta Limited	San Francisco Express	California Express			Way Freight	Portland Fast Freight	Way Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday
Term. Yd. WFTOP	8.15AM		5.00AM			8.53PM	10.10AM	1.45AM		322.1	Automatic Block	DNR **DUNSMUIR**		107.0		8.53AM	6.15PM	11.20PM			2.15PM	4.55PM	
	No Siding		No Siding				f 10.15	f		323.1		UPPER SODA SPRINGS	1.0	106.0			f 6.10	f			No Siding	No Siding	
P	No Siding		No Siding				f 10.20	f		323.8		SHASTA RETREAT	0.7	105.3			f 6.06	f			No Siding	No Siding	
P						s 9.03 9.08	s 10.26 10.36	f 1.57		325.4		D† SHASTA SPRINGS	1.6	103.7		8.42 s 8.37	6 01 s 5.51	f 11.05					
78 P	**8.35**		5.30			9.10	10.38	2.00	10	326.1		SMALL	0.7	103.0	15	**8.35**	5.49	11.02			1.50	4.30	
26 P	8.45		5.40			9.15	f 10.45	2.05	4	327.6		CANTARA	1.5	101.5	6	8.30	f 5.44	f 10.56			1.40	4.20	
66 P	9.05		6.00			9.28	f 11.01	2.20	12	331.4		MOTT	3.8	97.7	13	8.17	5.29	f 10.40			1.05	4.00	
62	9.15		6.10			9.34	11.07	2.25	5	333.5		AZALEA	2.1	95.6	6	8.11	5.23	10.34			12.45	3.45	
										335.1		PIONEER (Spur)	1.6	94.0									
										335.4		BARNARD (Spur)	0.3	93.7									
120 YWP	9.35		6.50			s 9.45	s **11.20**	s 2.40	7	336.7		DN **SISSON**	1.3	92.4	9	8.05	s 5.15	s 10.25			**12.25PM** **11.05AM**	3.30	
35 P	9.45		7.00			9.51	f 11.26	2.45	5	339.1		UPTON	2.4	90.0	7	7.59	5.05	f 10.12			10.55	3.15	
56 YWP	10.00		7.20			**10.00**	f 11.34	2.54	7	342.3		DEETZ	3.2	86.8	10	7.52	f 4.56	f **10.00**			10.40	3.00	
56 P	**10.15**		**7.43**			10.08	f 11.45	3.01	8	345.8		IGERNA	3.5	83.3	10	**7.43**	4.45	f 9.45			**10.15**	2.35	
										346.4		COGGINS (Spur)	0.6	82.7									
60 OYP	10.40		8.20			10.15	s 11.59AM	s 3.11	6	348.4		DNR **WEED**	2.0	80.7	7	7.36	s 4.30	s 9.35			10.00	2.20	
54 WFTP	11.00		**8.44**			10.27	s **12.13PM**	s 3.24	12	353.4		D EDGEWOOD	5.0	75.7	18	7.21	s 4.15	s 9.20			**8.44**	1.50	
34 P	11.25		9.11			10.42	s **12.30**	s 3.39		361.0		D GAZELLE	7.6	68.1		7.06	s 3.53	s 9.00			8.15	1.10	
50	11.55AM		9.45			10.55	f **12.45**	f 3.52		369.1		GRENADA	8.1	60.0		6.53	3.37	f 8.45			7.15	**12.45**	
43 WP	**12.27PM**		10.25			11.06	s 1.00	s 4.06		375.5		DN **MONTAGUE**	6.4	53.6		**6.42**	s 3.22	s 8.30			**6.42**	**12.27**	
72 YP	12.45		10.50			11.15	f 1.10	4.15		380.7		SNOWDON	5.2	48.4		6.33	3.06	f 8.18			6.10	12.15PM	
58 P	1.00		11.20			11.26	f 1.23	f 4.27	11	386.2		AGER	5.5	42.9	15	6.18	f 2.49	f 8.03			5.50	11.50AM	
25	1.10		**11.35AM**			11.31	f 1.29	4.33	5	388.4		THRALL	2.2	40.7	7	6.12	2.41	f 7.55			5.25	**11.35**	
46	1.20		**12.01PM**			11.36	f 1.35	4.39	5	390.5		KLAMATHON	2.1	38.6	6	6.07	2.35	f 7.50			5.10	11.25	
Term. Yd. WFTOP	**2.30**	12.10AM	12.15PM			s 11.46PM	s **1.50**	s **4.50**	5	393.1		DNR **HORNBROOK**	2.6	36.0	7	s 6.02	s **2.30**	s 7.45			**5.00AM**	11.15	11.20PM
50 P	3.00	12.40				12.01AM	f **2.11**	5.08	12	397.5		ZULEKA	4.4	31.6	17	5.45	**2.11**	f 7.20				10.10	11.00
54 P	3.30	1.20				12.15	s 2.32	s **5.33**	12	401.8		D HILT	4.3	27.3	17	**5.33**	f 1.53	s 7.08				9.50	10.40
23	3.35	1.25				12.17	f 2.35	5.36	2	402.8		COLE	1.0	26.3	4	5.31	1.47	f 7.04				9.45	10.15
40 P	4.15	1.55				12.32	f 2.57	5.58	13	407.4		GREGORY	4.6	21.7	18	5.18	1.32	f 6.50				9.25	9.55
	No Siding	No Siding					f 3.08	f 6.04		409.1		COLESTIN	1.7	20.0			f 1.25	f 6.43				No Siding	No Siding
55 P	4.50	2.20				12.42	3.13	6.14	9	410.0		WHITE POINT	0.9	19.1	10	5.09	1.20	6.40				9.00	9.30
70 TP	5.30	2.45				12.50	s 3.24	s 6.24	7	412.2		DN SISKIYOU	2.2	16.9	9	5.02	s 1.10	s 6.30				8.45	9.20
30 P	**6.10**	3.05				1.04	3.40	6.40	11	415.6		WALL CREEK	3.4	13.5	14	4.45	12.54	**6.10**				8.15	8.55
61 WP	6.45	3.40				1.20	s 3.56	s 6.55	12	419.3		STEINMAN	3.7	9.8	15	4.30	f 12.35	f 5.50				7.40	8.25
51 P	7.15	**4.15**				1.33	f 4.10	f **7.09**	11	422.9		MISTLETOE	3.6	6.2	14	**4.15**	12.17	f 5.32				**7.09**	7.55
54	**7.30**	4.30				1.40	4.20	7.20	7	425.5		CLAWSON	2.6	3.6	10	4.08	12.05PM	f 5.20				6.50	**7.30**
Term. Yd. WFTOP	7.50PM	4.45AM				1.50AM	4.30PM	7.30AM	8	429.1		DNR **ASHLAND**	3.6	0.0	11	4.00AM	11.55AM	5.10PM			6.35AM		7.15PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily				(107.0)				Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday
	(11.35)	(4.35)	(7.15)			(4.57)	(6.20)	(5.45)				Time over District				(4.53)	(6.20)	(6.10)			(9.15)	(10.20)	(4.05)
	9.23	7.85	9.79			21.61	16.88	18.60				Average speed per hour				21.91	16.88	17.35			7.67	10.35	8.80

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

†The time of Passenger trains at Shasta Springs is at the Mineral Spring and not at the Siding.

Nos. 15 and 16 will stop on signal at Elba to receive or discharge passengers.

Eastward. **WEED SUBDIVISION.** Westward.

Time Table No. 16

January 20, 1915

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS 234 Kirk Mixed Leave Friday Only	SECOND CLASS 228 Way Freight Lv. Mon. Wed. & Fri.	SECOND CLASS 232 Meva Mixed Lv. Mon. and Wed. Only	FIRST CLASS 40 Klamath Falls Passenger Leave Daily	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco Via Marysville		STATIONS	Distance from Kirk	Minimum running time between stations for freight trains—minutes.	FIRST CLASS 39 Klamath Falls Passenger Arrive Daily	SECOND CLASS 227	SECOND CLASS 231	SECOND CLASS 233
Term. Yd. WTPFO		**11.28AM**		4.50PM		348.4	DNR	**WEED** 0.7	126.5		**11.28AM**			
P					14	349.1		EAST WEED 2.6	125.8					
12		11.45		f 5.00		351.7		EVANS (Spur) 2.2	123.2	22	f 11.17			
31		11.55AM		f 5.08		353.9		GEAGAN 4.6	121.0		f 11.09			
11				f	13	358.5		HOEY 2.1	116.4	18	f			
37 P		12.35PM		f 5.30	5	360.6		DELANEY 2.6	114.3	8	f 10.46			
40				f	8	363.2		MT. SHASTA (Spur) 2.7	111.7	11	f			
31		1.15		f 5.50	8	365.9		MORRISON 3.3	109.0	11	f 10.28			
Y		1.40		f 6.00	9	369.2		PINELAND 4.1	105.7	13	f 10.18			
59WP		2.10		s 6.12	10	373.3		GRASS LAKE 2.6	101.6	16	s 10.05			
Y		2.25		f 6.17		375.9		ABNER WYE 2.0	99.0		f 9.59			
63		2.47		f 6.22		377.9		ERICKSON 4.1	97.0		f 9.55			
65		3.10		f 6.29		382.0		PENOYAR 3.3	92.9		f 9.46			
YP		3.25		f 6.36		385.3		BRAY WYE 1.3	89.6		f 9.40			
70 WP		3.35		s 6.39		386.6	D	BRAY 4.2	88.3		s 9.37			
65		3.50		f 6.48		390.8		KEGG 4.0	84.1		f 9.28			
65		4.05		f 7.00		394.8		JEROME 4.0	80.1		f 9.20			
67WP		4.25		s 7.08		398.8	D	MT. HEBRON 2.6	76.1		s 9.13			
65P		4.45		s 7.13		401.4	D	MACDOEL 1.6	73.5		s 9.07			
65		4.50		f 7.16		403.0		SOMERSET 4.4	71.9		f 9.04			
64		5.05		f 7.25		407.4		MAY 4.4	67.5		f 8.56			
66 P		5.25		s 7.33		411.8	D	DORRIS 4.5	63.1		s **8.47**			
65		5.40		f 7.43		416.3		CALOR 2.0	58.6		f 8.38			
9				f		418.3		IVAN (Spur) 2.1	56.6		f			
66W		6.00		s 7.52		420.4		WORDEN 2.8	54.5		s 8.30			
64		6.20		f 7.57		423.2		ADY 3.6	51.7		f 8.24			
72		6.35		s 8.05		426.8		MIDLAND 4.0	48.1		s 8.16			
65		6.50		f 8.13		430.8		TEXUM 3.4	44.1		f 8.07			
Term. Yd. WFYP	10.00AM	7.05PM	10.00AM	8.20PM		434.2	DR	**KLAMATH FALLS** 2.4	40.7		8.00AM			
66	10.08		10.08			436.6		CHELSEA 2.1	38.3					
66	10.15		10.15			438.7		WOCUS 4.3	36.2					
66	10.30		10.30			443.0		ALGOMA 4.6	31.9					
66	10.45		10.45			447.6		OUXY 3.5	27.3					
	10.51		10.51			451.1		HARRIMAN LODGE (No Siding) 1.1	23.8					
66	11.01		11.01			452.2		LELU 4.3	22.7					
71	11.15		11.15			456.5		LOBERT 4.9	18.4					
66WYP	11.30		11.30			461.4	D	CHILOQUIN 1.3	13.5					
4						462.7		PINE RIDGE (Spur) 1.7	12.2					
6						464.4		SYCAN (Spur) 1.4	10.5					
66	11.40		**11.50AM**			465.8	R	**MEVA** 4.1	9.1					
71	11.50AM					469.9		SPRAGUE 5.0	5.0					
71YP	**12.01PM**					474.9	R	**KIRK**	0.0					
	Arrive Friday Only	Ar. Mon., Wed. & Fri.	Ar. Mon. and Wed. Only	Arrive Daily				(126.5)			Leave Daily	Thur. & Sat.	Wed. Only	Friday Only
	(2.01)	(7.37)	(1.50)	(3.30)				Time over District			(3.28)	(8.00)	(2.04)	(2.30)
	20.18	11.26	17.23	24.51				Average speed per hour			24.75	10.72	15.29	16.28

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

SOUTHERN PACIFIC SAFETY

BULLETIN NO. 1161

Dunsmuir, Mar. 12, 1915.

ALL CONCERNED:

Effective March 14th, and during the life of Time Table No. 16, Trains 39 and 40 will stop on flag at Yannah, on Weed Branch, to receive and discharge passengers.

J. W. Metcalf,
Superintendent.

File 520-311
2
Posted ____________.

SPECIAL RULES.

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND (2d) CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

STANDARD CLOCKS.

Red Bluff
Redding
Hornbrook
Dunsmuir (Train Dispatcher's office)
Klamath Falls
Ashland
Weed

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
G. C. WILKINS	Red Bluff
F. R. DOBROWSKY—Red Bluff to Dunsmuir	Redding
G. A. HUTAFF	Dunsmuir
E. G. WEED—Weed to Kirk	Weed
F. M. UPP	Klamath Falls
H. L. WHITED—Ashland to Dunsmuir	Ashland

BULLETIN BOARDS.

Red Bluff (Tel. Ofc.)
Dunsmuir (Tel. Ofc. and Club)
Weed (Tel. Ofc.)
Klamath Falls (Frt. Ofc.)
Ashland (Tel. Ofc.)
Hornbrook (Tel. Ofc.)

CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations only when operator on duty.

All trains will obtain clearance card (Form 2643) at Hornbrook.

REGISTERING STATIONS.

Weed registering station for branch trains, and main line extras, beginning or ending trip at Weed.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

Passenger trains descending the grade will make a stop of four minutes at Steinman, and freight trains descending the grade will make a stop as indicated below at the following stations, where trainmen will make a careful inspection of all cars in train:

Steinman ..10 mins. Delta ......5 mins. Weed or Edgewood...5 mins.
Gregory ...10 " Motion .....5 " Deetz ....5 "
Mile Post 359½ (Weed Subdivision) 5 mins. **Mott** ....5 "

Air brakes on all trains and air whistle signal on passenger trains must be tested as follows:

Deetz or Sisson all trains, except No. 11.
Edgewood all westward trains except No. 11.
Hornbrook all trains.
Siskiyou all trains.
Grass Lake all trains.

Engines detached from train or for any reason train line broken at any point, rear end plug test must be made.

Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute tests of all retainers. The list then to be forwarded to Superintendent by mail.

19 FORM TRAIN ORDER FOR RESTRICTING TRAINS.

Within automatic block signal limits, between Red Bluff and Edgewood the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used.

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that Dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in blank space where time is shown. This paragraph includes territory outside of automatic block signals also.

Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

A stick relay is located east of turn-table at Siskiyou to allow rear portion of freight trains to come through Tunnel 13 after head portion has cleared point where relay is located, and must not be used for any other purpose.

Automatic block signals controlled by track circuits are located east and west end of Tunnels 13 and 14, near Siskiyou. Trains approaching and passing these signals will be governed by automatic block system rules.

Referring to Rule 504, Book of Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman.

Trainmen must not depend upon the block system to protect their trains.

On single track, within automatic block system limits, last portion of Rule 86 will not apply.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26/40-30 394	4000 to 4016	53	43050 "
MC-57 26/40-30 398	4017 to 4028	53	43050 "
MC-57 26/40-30 401-S	4029 to 4043	53	43500 "
MC-57 26/40-30 395-S	4044 to 4048	53	43500 "
C-57 22/03 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical distributing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

Maximum speed of any train at any point must not exceed 50 miles per hour.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook Pineland and Weed	20	10
Hornbrook and Snowdon Dunsmuir and Gazelle Grass Lake and Pineland	25	15
Dunsmuir and one mile east of Middle Creek Klamath Falls and Kirk	25	15
One mile east of Middle Creek and Red Bluff Snowdon and Edgewood Grass Lake and Klamath Falls	30	25

With exceptions noted trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Red Bluff-Redding	50	
Red Bluff and one mile east of Middle Creek		30
Grass Lake-Klamath Falls	40	35
Klamath Falls-Chiloquin	25	25
Edgewood-Snowden	50	35

Passenger trains between Mile Post 400 and Hilt must not exceed 25 miles per hour.

Maximum speed of Mikado type of engines (Mk 57 23¾/30 205) must not exceed 40 miles per hour over portions of division where passenger trains are permitted to make 50 miles per hour.

Freight trains descending grade between Hornbrook and Clawson, Deetz and Edgewood, Sisson and Dunsmuir must not exceed speed of 15 miles per hour.

Freight trains of 20 cars or less must not exceed 18 miles per hour descending grade between Dunsmuir and Morley and 20 miles per hour between Morley and one mile east of Middle Creek.

Freight trains of over 20 cars must not exceed 15 miles per hour descending grade between Dunsmuir and Morley and 18 miles per hour between Morley and one mile east of Middle Creek.

Freight trains will not exceed 12 miles per hour on descending grade between Pineland and Weed.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yard.

Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

Trains must not exceed 15 miles per hour over Big Canon Bridge.

Eastward passenger trains will not exceed fifteen miles per hour over west switch Gibson, and switch at Barnard. Westward passenger trains will not exceed fifteen miles per hour over east switch at Elmore.

Sufficient retainers to properly control train will be used on descending grade between Ashland and Delta, Grass Lake and Weed.

Trains must reduce speed in territory covered by slow boards, located as follows:

Small:

Curve No. 572
West Board, 1900 feet west of Mile Post 327
East Board, 1000 feet west of Mile Post 327
15 miles per hour—Passenger.
10 miles per hour—Freight.

Cantara:

Curve No. 579.
West Board, 700 feet west of Mile Post 328
East Board, 850 feet east of Mile Post 328
15 miles per hour—Passenger.
10 miles per hour—Freight.

Eastward.

WEED SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS			FIRST CLASS	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco Via Marysville	Time Table No. 16 January 20, 1915	Distance from Kirk	Minimum running time between stations for freight trains—minutes.	FIRST CLASS	SECOND CLASS		
	234	228	232	40						39	227	231	233
	Kirk Mixed	Way Freight	Meva Mixed	Klamath Falls Passenger						Klamath Falls Passenger			
	Leave Friday Only	Lv. Mon. Wed. & Fri.	Lv. Mon. and Wed. Only	Leave Daily			STATIONS			Arrive Daily			
Term. Yd. WTPFO		11.28AM		4.50PM	14	348.4	DNR WEED 0.7	126.5	22	11.28AM			
P						349.1	EAST WEED 2.6	125.8					
12		11.45		f 5.00		351.7	EVANS (Spur) 2.2	123.2		f 11.17			
31		11.55AM		f 5.08		353.9	GEAGAN 4.6	121.0		f 11.09			
11				f	13	358.5	HOEY 2.1	116.4	18	f			
37 P		12.35PM		f 5.30	5	360.6	DELANEY 2.6	114.3	8	f 10.46			
40				f	8	363.2	MT. SHASTA (Spur) 2.7	111.7	11	f			
31		1.15		f 5.50	8	365.9	MORRISON 3.3	109.0	11	f 10.28			
Y		1.40		f 6.00	9	369.2	PINELAND 4.1	105.7	13	f 10.18			
59WP		2.10		s 6.12	10	373.3	GRASS LAKE 2.6	101.6	16	s 10.05			
Y		2.25		f 6.17		375.9	ABNER WYE 2.0	99.0		f 9.59			
63		2.47		f 6.22		377.9	ERICKSON 4.1	97.0		f 9.55			
65		3.10		f 6.29		382.0	PENOYAR 3.3	92.9		f 9.46			
YP		3.25		f 6.36		385.3	BRAY WYE 1.3	89.6		f 9.40			
70 WP		3.35		s 6.39		386.6	D BRAY 4.2	88.3		s 9.37			
65		3.50		f 6.48		390.8	KEGG 4.0	84.1		f 9.28			
65		4.05		f 7.00		394.8	JEROME 4.0	80.1		f 9.20			
67WP		4.25		s 7.08		398.8	D MT. HEBRON 2.6	76.1		s 9.13			
65P		4.45		s 7.13		401.4	D MACDOEL 1.6	73.5		s 9.07			
65		4.50		f 7.16		403.0	SOMERSET 4.4	71.9		f 9.04			
64		5.05		f 7.25		407.4	MAY 4.4	67.5		f 8.56			
66 P		5.25		s 7.33		411.8	D DORRIS 4.5	63.1		s 8.47			
65		5.40		f 7.43		416.3	CALOR 2.0	58.6		f 8.38			
9				f		418.3	IVAN (Spur) 2.1	56.6		f			
66W		6.00		s 7.52		420.4	WORDEN 2.8	54.5		s 8.30			
64		6.20		f 7.57		423.2	ADY 3.6	51.7		f 8.24			
72		6.35		s 8.05		426.8	MIDLAND 4.0	48.1		s 8.16			
65		6.50		f 8.13		430.8	TEXUM 3.4	44.1		f 8.07			
Term. Yd. WFYP	10.00AM	7.05PM	10.00AM	8.20PM		434.2	DR KLAMATH FALLS 2.4	40.7		8.00A			
66	10.08		10.08			436.6	CHELSEA 2.1	38.3					
66	10.15		10.15			438.7	WOCUS 4.3	36.2					
66	10.30		10.30			443.0	ALGOMA 4.6	31.9					
66	10.45		10.45			447.6	OUXY 3.5	27.3					
	10.51		10.51			451.1	HARRIMAN LODGE (No Siding) 1.1	23.8					
66	11.01		11.01			452.2	LELU 4.3	22.7					
71	11.15		11.15			456.5	LOBERT 4.9	18.4					
66WYP	11.30		11.30			461.4	D CHILOQUIN 1.3	13.5					
4						462.7	PINE RIDGE (Spur) 1.7	12.2					
6						464.4	SYCAN (Spur) 1.4	10.5					
66	11.40		11.50AM			465.8	R MEVA 4.1	9.1					
71	11.50AM					469.9	SPRAGUE 5.0	5.0					
71YP	12.01PM					474.9	R KIRK	0.0					12.05PM
	Arrive Friday Only	Ar. Mon., Wed. & Fri.	Ar. Mon. and Wed. Only	Arrive Daily			(126.5)			Leave Daily	Lv. Tues., Thur. & Sat.	Lv. Mon. and Wed. Only	Leave Friday Only
	(2.01)	(7.37)	(1.50)	(3.30)			Time over District			(3.28)	(8.00)	(2.04)	(2.30)
	20.18	11.26	17.23	24.51			Average speed per hour			24.75	10.72	15.29	16.28

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

SOUTHERN PACIFIC SAFETY

BULLETIN NO. 1071

Dunsmuir, Dec. 31, 1914.

ALL CONCERNED;

Effective this date, freight train service between Weed and Klamath Falls, and mixed train service between Klamath Falls and Kirk, changed as follows;

Freight train will leave Weed for Klamath Falls Mondays and Thursdays, and leave Klamath Falls for Weed, Wednesdays and Saturdays.

Mixed train will make trip Klamath Falls to Meva and return, on Tuesdays, and Klamath Falls to Kirk and return, on Fridays.

Please be governed accordingly.

J. W. Metcalf,
Superintendent.

File 522-3
Posted
1

SPECIAL RULES.

“SAFETY FIRST”

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND (2d) CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO

Operator will fill out clearance, designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in blank space where time is shown. This paragraph includes territory outside of automatic block signals also.

Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a ‘‘19’’ order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

A stick relay is located east of turn-table at Siskiyou to allow rear portion of freight trains to come through Tunnel 13 after head portion has cleared point where relay is located, and must not be used for any other purpose.

Automatic block signals controlled by track circuits are located east and west end of Tunnels 13 and 14, near Siskiyou. Trains approaching and passing these signals will be governed by automatic block system rules.

Referring to Rule 504, Book of Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman.

Trainmen must not depend upon the block system to protect their trains.

On single track, within automatic block system limits, last portion of Rule 86 will not apply.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 “
A-81 20/28 105	3025 to 3071	77	46380 “
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 “
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 “
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 “
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 “
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799	53	42860 “
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 “
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 “
E-73 18/24 63	1430 and 1432	61	27570 “
MC-57 26/40-30 394	4000 to 4016	53	43050 “
MC-57 26/40-30 398	4017 to 4028	53	43050 “
MC-57 26/40-30 401-S	4029 to 4043	53	43500 “
MC-57 26/40-30 395-S	4044 to 4048	53	43500 “
C-57 22/03 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 “

Note.—Maximum speed in miles per hour is based on vertical distributing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

Maximum speed of any train at any point must not exceed 50 miles per hour.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook Pineland and Weed	20	10
Hornbrook and Snowdon Dunsmuir and Gazelle Grass Lake and Pineland.	25	15
Dunsmuir and one mile east of Middle Creek Klamath Falls and Kirk	25	15
One mile east of Middle Creek and Red Bluff Snowdon and Edgewood Grass Lake and Klamath Falls	30	25

With exceptions noted trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Red Bluff-Redding	50	
Red Bluff and one mile east of Middle Creek		30
Grass Lake-Klamath Falls	40	35
Klamath Falls-Chiloquin	25	25
Edgewood-Snowden	50	35

Passenger trains between Mile Post 400 and Hilt must not exceed 25 miles per hour.

Maximum speed of Mikado type of engines (Mk 57 23¾/30 205) must not exceed 40 miles per hour over portions of division where passenger trains are permitted to make 50 miles per hour.

Freight trains descending grade between Hornbrook and Clawson, Deetz and Edgewood, Sisson and Dunsmuir must not exceed speed of 15 miles per hour.

Freight trains of 20 cars or less must not exceed 18 miles per hour descending grade between Dunsmuir and Morley and 20 miles per hour between Morley and one mile east of Middle Creek.

Freight trains of over 20 cars must not exceed 15 miles per hour descending grade between Dunsmuir and Morley and 18 miles per hour between Morley and one mile east of Middle Creek.

Freight trains will not exceed 12 miles per hour on descending grade between Pineland and Weed.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yard.

Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

Trains must not exceed 15 miles per hour over Big Canon Bridge.

Eastward passenger trains will not exceed fifteen miles per hour over west switch Gibson, and switch at Barnard. Westward passenger trains will not exceed fifteen miles per hour over east switch at Elmore.

Sufficient retainers to properly control train will be used on descending grade between Ashland and Delta, Grass Lake and Weed.

Trains must reduce speed in territory covered by slow boards, located as follows:

Small:

Curve No. 572 West Board, 1900 feet west of Mile Post 327 East Board, 1000 feet west of Mile Post 327	15 miles per hour—Passenger. 10 miles per hour—Freight.

Cantara:

Curve No. 579. West Board, 700 feet west of Mile Post 328 East Board, 850 feet east of Mile Post 328	15 miles per hour—Passenger. 10 miles per hour—Freight.

Eastward. **WEED SUBDIVISION.** Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS			FIRST CLASS	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco Via Marysville		Time Table No. 16 January 20, 1915	Distance from Kirk	Minimum running time between stations for freight trains—minutes.	FIRST CLASS	SECOND CLASS		
	234	228	232	40							39	227	231	233
	Kirk Mixed	Way Freight	Meva Mixed	Klamath Falls Passenger							Klamath Falls Passenger			
	Leave Friday Only	Lv. Mon. Wed. & Fri.	Lv. Mon. and Wed. Only	Leave Daily				STATIONS			Arrive Daily			
Term. Yd. WTPFO		**11.28AM**		4.50PM		348.4	DNR	**WEED** 0.7	126.5		**11.28AM**			
P						349.1		EAST WEED 2.6	125.8					
12		11.45		f 5.00	14	351.7		EVANS (Spur) 2.2	123.2	22	f 11.17			
31		11.55AM		f 5.08		353.9		GEAGAN 4.6	121.0		f 11.09			
11				f	13	358.5		HOEY 2.1	116.4	18	f			
37 P		12.35PM		f 5.30	5	360.6		DELANEY 2.6	114.3	8	f 10.46			
40				f	8	363.2		MT. SHASTA (Spur) 2.7	111.7	11	f			
31		1.15		f 5.50	8	365.9		MORRISON 3.3	109.0	11	f 10.28			
Y		1.40		f 6.00	9	369.2		PINELAND 4.1	105.7	13	f 10.18			
59WP		2.10		s 6.12	10	373.3		**GRASS LAKE** 2.6	101.6	16	s 10.05			
Y		2.25		f 6.17		375.9		ABNER WYE 2.0	99.0		f 9.59			
63		2.47		f 6.22		377.9		ERICKSON 4.1	97.0		f 9.55			
65		3.10		f 6.29		382.0		PENOYAR 3.3	92.9		f 9.46			
YP		3.25		f 6.36		385.3		BRAY WYE 1.3	89.6		f 9.40			
70 WP		3.35		s 6.39		386.6	D	**BRAY** 4.2	88.3		s 9.37			
65		3.50		f 6.48		390.8		KEGG 4.0	84.1		f 9.28			
65		4.05		f 7.00		394.8		JEROME 4.0	80.1		f 9.20			
67WP		4.25		s 7.08		398.8	D	MT. HEBRON 2.6	76.1		s 9.13			
65P		4.45		s 7.13		401.4	D	MACDOEL 1.6	73.5		s 9.07			
65		4.50		f 7.16		403.0		SOMERSET 4.4	71.9		f 9.04			
64		5.05		f 7.25		407.4		MAY 4.4	67.5		f 8.56			
66 P		5.25		s 7.33		411.8	D	**DORRIS** 4.5	63.1		s **8.47**			
65		5.40		f 7.43		416.3		CALOR 2.0	58.6		f 8.38			
9				f		418.3		IVAN (Spur) 2.1	56.6		f			
66W		6.00		s 7.52		420.4		WORDEN 2.8	54.5		s 8.30			
64		6.20		f 7.57		423.2		ADY 3.6	51.7		f 8.24			
72		6.35		s 8.05		426.8		MIDLAND 4.0	48.1		s 8.16			
65		6.50		f 8.13		430.8		TEXUM 3.4	44.1		f 8.07			
Term. Yd. WFYP	10.00AM	7.05PM	10.00AM	8.20PM		434.2	DR	**KLAMATH FALLS** 2.4	40.7		8.00AM			
66	10.08		10.08			436.6		CHELSEA 2.1	38.3					
66	10.15		10.15			438.7		WOCUS 4.3	36.2					
66	10.30		10.30			443.0		ALGOMA 4.6	31.9					
66	10.45		10.45			447.6		OUXY 3.5	27.3					
	10.51		10.51			451.1		HARRIMAN LODGE (No Siding) 1.1	23.8					
66	11.01		11.01			452.2		LELU 4.3	22.7					
71	11.15		11.15			456.5		LOBERT 4.9	18.4					
66WYP	11.30		11.30			461.4	D	CHILOQUIN 1.3	13.5					
4						462.7		PINE RIDGE (Spur) 1.7	12.2					
6						464.4		SYCAN (Spur) 1.4	10.5					
66	11.40		**11.50AM**			465.8	R	**MEVA** 4.1	9.1					
71	11.50AM					469.9		SPRAGUE 5.0	5.0					
71YP	**12.01PM**					474.9	R	**KIRK**	0.0					**12.05PM**
	Arrive Friday Only	Ar. Mon., Wed. & Fri.	Ar. Mon. and Wed. Only	Arrive Daily				(126.5)			Leave Daily	Lv. Tues., Thur. & Sat.	Lv. Mon. and Wed. Only	Leave Friday Only
	(2.01)	(7.37)	(1.50)	(3.30)				Time over District			(3.28)	(8.00)	(2.04)	(2.30)
	20.18	11.26	17.23	24.51				Average speed per hour			24.75	10.72	15.29	16.28

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

BULLETIN NO. 1180

Dunsmuir, Apr. 2, 1915.

ALL CONCERNED:

Effective 12:01 a.m. Apr. 5th, 1915, Bulletin No. 1090 of Jan. 19th in regard to freight train service on Klamath Falls Branch is hereby cancelled.

Schedule as per current time table No. 16 will govern.

J.W.Metcalf.

File 522-3

Posted ________

4

SPECIAL RULES.

"SAFETY FIRST"

F SECOND (2d)

Operator will fill out clearance, designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in blank space where time is shown. This paragraph includes territory outside of automatic block signals also.

Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

A stick relay is located east of turn-table at Siskiyou to allow rear portion of freight trains to come through Tunnel 13 after head portion has cleared point where relay is located, and must not be used for any other purpose.

Automatic block signals controlled by track circuits are located east and west end of Tunnels 13 and 14, near Siskiyou. Trains approaching and passing these signals will be governed by automatic block system rules.

Referring to Rule 504, Book of Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman.

Trainmen must not depend upon the block system to protect their trains.

On single track, within automatic block system limits, last portion of Rule 86 will not apply.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26/40-30 394	4000 to 4016	53	43050 "
MC-57 26/40-30 398	4017 to 4028	53	43050 "
MC-57 26/40-30 401-S	4029 to 4043	53	43500 "
MC-57 26/40-30 395-S	4044 to 4048	53	43500 "
C-57 22/03 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical distributing force f counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

Maximum speed of any train at any point must not exceed 50 miles per hour.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook Pineland and Weed	20	10
Hornbrook and Snowdon Dunsmuir and Gazelle Grass Lake and Pineland	25	15
Dunsmuir and one mile east of Middle Creek Klamath Falls and Kirk	25	15
One mile east of Middle Creek and Red Bluff Snowdon and Edgewood Grass Lake and Klamath Falls	30	25

With exceptions noted trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Red Bluff-Redding	50	
Red Bluff and one mile east of Middle Creek		30
Grass Lake-Klamath Falls	40	35
Klamath Falls-Chiloquin	25	25
Edgewood-Snowden	50	35

Passenger trains between Mile Post 400 and Hilt must not exceed 25 miles per hour.

Maximum speed of Mikado type of engines (Mk 57 23¾/30 205) must not exceed 40 miles per hour over portions of division where passenger trains are permitted to make 50 miles per hour.

Freight trains descending grade between Hornbrook and Clawson, Deetz and Edgewood, Sisson and Dunsmuir must not exceed speed of 15 miles per hour.

Freight trains of 20 cars or less must not exceed 18 miles per hour descending grade between Dunsmuir and Morley and 20 miles per hour between Morley and one mile east of Middle Creek.

Freight trains of over 20 cars must not exceed 15 miles per hour descending grade between Dunsmuir and Morley and 18 miles per hour between Morley and one mile east of Middle Creek.

Freight trains will not exceed 12 miles per hour on descending grade between Pineland and Weed.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yard.

Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

Trains must not exceed 15 miles per hour over Big Canon Bridge.

Eastward passenger trains will not exceed fifteen miles per hour over west switch Gibson, and switch at Barnard. Westward passenger trains will not exceed fifteen miles per hour over east switch at Elmore.

Sufficient retainers to properly control train will be used on descending grade between Ashland and Delta, Grass Lake and Weed.

Trains must reduce speed in territory covered by slow boards, located as follows:

Small:

Curve No. 572
West Board, 1900 feet west of Mile Post 327
East Board, 1000 feet west of Mile Post 327
15 miles per hour—Passenger.
10 miles per hour—Freight.

Cantara:

Curve No. 579.
West Board, 700 feet west of Mile Post 328
East Board, 850 feet east of Mile Post 328
15 miles per hour—Passenger.
10 miles per hour—Freight.

Eastward.

WEED SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS			FIRST CLASS	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco Via Marysville		Time Table No. 16 January 20, 1915	Distance from Kirk	Minimum running time between stations for freight trains—minutes.	FIRST CLASS	SECOND CLASS		
	234 Kirk Mixed Leave Friday Only	228 Way Freight Lv. Mon. Wed. & Fri.	232 Meva Mixed Lv. Mon. and Wed. Only	40 Klamath Falls Passenger Leave Daily				STATIONS			39 Klamath Falls Passenger Arrive Daily	227	231	233
Term. Yd. WTPFO		11.28AM		4.50PM	14	348.4	DNR	**WEED** 0.7	126.5	22	11.28AM			
P						349.1		EAST WEED 2.6	125.8					
12		11.45		f 5.00		351.7		EVANS (Spur) 2.2	123.2		f 11.17			
31		11.55AM		f 5.08		353.9		GEAGAN 4.6	121.0		f 11.09			
11				f	13	358.5		HOEY 2.1	116.4	18	f			
37 P		12.35PM		f 5.30	5	360.6		DELANEY 2.6	114.3	8	f 10.46			
40				f	8	363.2		MT. SHASTA (Spur) 2.7	111.7	11	f			
31		1.15		f 5.50	8	365.9		MORRISON 3.3	109.0	11	f 10.28			
Y		1.40		f 6.00	9	369.2		PINELAND 4.1	105.7	13	f 10.18			
59WP		2.10		s 6.12	10	373.3		GRASS LAKE 2.6	101.6	16	s 10.05			
Y		2.25		f 6.17		375.9		ABNER WYE 2.0	99.0		f 9.59			
63		2.47		f 6.22		377.9		ERICKSON 4.1	97.0		f 9.55			
65		3.10		f 6.29		382.0		PENOYAR 3.3	92.9		f 9.46			
YP		3.25		f 6.36		385.3		BRAY WYE 1.3	89.6		f 9.40			
70 WP		3.35		s 6.39		386.6	D	BRAY 4.2	88.3		s 9.37			
65		3.50		f 6.48		390.8		KEGG 4.0	84.1		f 9.28			
65		4.05		f 7.00		394.8		JEROME 4.0	80.1		f 9.20			
67WP		4.25		s 7.08		398.8	D	MT. HEBRON 2.6	76.1		s 9.13			
65P		4.45		s 7.13		401.4	D	MACDOEL 1.6	73.5		s 9.07			
65		4.50		f 7.16		403.0		SOMERSET 4.4	71.9		f 9.04			
64		5.05		f 7.25		407.4		MAY 4.4	67.5		f 8.56			
66 P		5.25		s 7.33		411.8	D	DORRIS 4.5	63.1		s 8.47			
65		5.40		f 7.43		416.3		CALOR 2.0	58.6		f 8.38			
9				f		418.3		IVAN (Spur) 2.1	56.6		f			
66W		6.00		s 7.52		420.4		WORDEN 2.8	54.5		s 8.30			
64		6.20		f 7.57		423.2		ADY 3.6	51.7		f 8.24			
72		6.35		s 8.05		426.8		MIDLAND 4.0	48.1		s 8.16			
65		6.50		f 8.13		430.8		TEXUM 3.4	44.1		f 8.07			
Term. Yd. WFYP	10.00AM	7.05PM	10.00AM	8.20PM		434.2	DR	**KLAMATH FALLS** 2.4	40.7		8.00AM			
66	10.08		10.08			436.6		CHELSEA 2.1	38.3					
66	10.15		10.15			438.7		WOCUS 4.3	36.2					
66	10.30		10.30			443.0		ALGOMA 4.6	31.9					
66	10.45		10.45			447.6		OUXY 3.5	27.3					
	10.51		10.51			451.1		HARRIMAN LODGE (No Siding) 1.1	23.8					
66	11.01		11.01			452.2		LELU 4.3	22.7					
71	11.15		11.15			456.5		LOBERT 4.9	18.4					
66WYP	11.30		11.30			461.4	D	CHILOQUIN 1.3	13.5					
4						462.7		PINE RIDGE (Spur) 1.7	12.2					
6						464.4		SYCAN (Spur) 1.4	10.5					
66	11.40		11.50AM			465.8	R	**MEVA** 4.1	9.1					
71	11.50AM					469.9		SPRAGUE 5.0	5.0					
71YP	12.01PM					474.9	R	**KIRK**	0.0					12.05PM
	Arrive Friday Only	Ar. Mon., Wed. & Fri.	Ar. Mon. and Wed. Only	Arrive Daily				(126.5)			Leave Daily	Lv. Tues., Thur. & Sat.	Lv. Mon. and Wed. Only	Leave Friday Only
	(2.01)	(7.37)	(1.50)	(3.30)				Time over District			(3.28)	(8.00)	(2.04)	(2.30)
	20.18	11.26	17.23	24.51				Average speed per hour			24.75	10.72	15.29	16.28

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

BULLETIN NO.1090

Dunsmuir Jan 19 1915

ALL CONCERNED:

Shasta Division time-table No 16 takes effect Jan 20,1915.

Freight Train Service on Klamath Falls Branch, will be the same under new time-table as outlined in Bulletin No 1071 of Dec 31, 1914, until such time as business will warrant increased service; that is, service will be as follows:

Freight train will leave Weed for Klamath Falls, Mondays and Thursdays, and leave Klamath Falls for Weed, Wednesdays and Saturdays.

Mixed train will make trip Klamath Falls to Meva and return, on Tuesdays, and Klamath Falls to Kirk and return, on Fridays.

Please be governed accordingly.

J. W. Metcalf,
Superintendent

File 522-3
4
Posted ______

SPECIAL RULES.

"SAFETY FIRST"

F SECOND (2d)

Operator will fill out clearance, designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in blank space where time is shown. This paragraph includes territory outside of automatic block signals also.

Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

A stick relay is located east of turn-table at Siskiyou to allow rear portion of freight trains to come through Tunnel 13 after head portion has cleared point where relay is located, and must not be used for any other purpose.

Automatic block signals controlled by track circuits are located east and west end of Tunnels 13 and 14, near Siskiyou. Trains approaching and passing these signals will be governed by automatic block system rules.

Referring to Rule 504, Book of Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman.

Trainmen must not depend upon the block system to protect their trains.

On single track, within automatic block system limits, last portion of Rule 86 will not apply.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26/40-30 394	4000 to 4016	53	43050 "
MC-57 26/40-30 398	4017 to 4028	53	43050 "
MC-57 26/40-30 401-S	4029 to 4043	53	43500 "
MC-57 26/40-30 395-S	4044 to 4048	53	43500 "
C-57 22/03 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical distributing force f counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

Maximum speed of any train at any point must not exceed 50 miles per hour.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook Pineland and Weed	20	10
Hornbrook and Snowdon Dunsmuir and Gazelle Grass Lake and Pineland	25	15
Dunsmuir and one mile east of Middle Creek Klamath Falls and Kirk	25	15
One mile east of Middle Creek and Red Bluff Snowdon and Edgewood Grass Lake and Klamath Falls	30	25

With exceptions noted trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Red Bluff-Redding	50	
Red Bluff and one mile east of Middle Creek		30
Grass Lake-Klamath Falls	40	35
Klamath Falls-Chiloquin	25	25
Edgewood-Snowden	50	35

Passenger trains between Mile Post 400 and Hilt must not exceed 25 miles per hour.

Maximum speed of Mikado type of engines (Mk 57 23¾/30 205) must not exceed 40 miles per hour over portions of division where passenger trains are permitted to make 50 miles per hour.

Freight trains descending grade between Hornbrook and Clawson, Deetz and Edgewood, Sisson and Dunsmuir must not exceed speed of 15 miles per hour.

Freight trains of 20 cars or less must not exceed 18 miles per hour descending grade between Dunsmuir and Morley and 20 miles per hour between Morley and one mile east of Middle Creek.

Freight trains of over 20 cars must not exceed 15 miles per hour descending grade between Dunsmuir and Morley and 18 miles per hour between Morley and one mile east of Middle Creek.

Freight trains will not exceed 12 miles per hour on descending grade between Pineland and Weed.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yard.

Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

Trains must not exceed 15 miles per hour over Big Canon Bridge.

Eastward passenger trains will not exceed fifteen miles per hour over west switch Gibson, and switch at Barnard. Westward passenger trains will not exceed fifteen miles per hour over east switch at Elmore.

Sufficient retainers to properly control train will be used on descending grade between Ashland and Delta, Grass Lake and Weed.

Trains must reduce speed in territory covered by slow boards, located as follows:

Small:

Curve No. 572
West Board, 1900 feet west of Mile Post 327
East Board, 1000 feet west of Mile Post 327
15 miles per hour—Passenger.
10 miles per hour—Freight.

Cantara:

Curve No. 579.
West Board, 700 feet west of Mile Post 328
East Board, 850 feet east of Mile Post 328
15 miles per hour—Passenger.
10 miles per hour—Freight.

Eastward.

WEED SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS			FIRST CLASS	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco Via Marysville		Time Table No. 16 January 20, 1915	Distance from Kirk	Minimum running time between stations for freight trains—minutes.	FIRST CLASS	SECOND CLASS		
	234 Kirk Mixed	228 Way Freight	232 Meva Mixed	40 Klamath Falls Passenger							39 Klamath Falls Passenger	227 Way Freight	231 Meva Mixed	233 Kirk Mixed
	Leave Friday Only	Lv. Mon. Wed. & Fri.	Lv. Mon. and Wed. Only	Leave Daily				STATIONS			Arrive Daily	Ar. Tues., Thur. & Sat.	Ar. Mon. and Wed. Only	Arrive Friday Only
Term. Yd. WTPFO		11.28AM		4.50PM		348.4	DNR	**WEED** 0.7	126.5		11.28AM	3.10PM		
P						349.1		EAST WEED 2.6	125.8					
12		11.45		f 5.00	14	351.7		EVANS (Spur) 2.2	123.2	22	f 11.17	2.50		
31		11.55AM		f 5.08		353.9		GEAGAN 4.6	121.0		f 11.09	2.35		
11				f	13	358.5		HOEY 2.1	116.4	18	f			
37 P		12.35PM		f 5.30	5	360.6		DELANEY 2.6	114.3	8	f 10.46	1.55		
40				f	8	363.2		MT. SHASTA (Spur) 2.7	111.7	11	f			
31		1.15		f 5.50	8	365.9		MORRISON 3.3	109.0	11	f 10.28	1.15		
Y		1.40		f 6.00	9	369.2		PINELAND 4.1	105.7	13	f 10.18	12.45		
59WP		2.10		s 6.12	10	373.3		GRASS LAKE 2.6	101.6	16	s 10.05	12.10PM		
Y		2.25		f 6.17		375.9		ABNER WYE 2.0	99.0		f 9.59	11.50AM		
63		2.47		f 6.22		377.9		ERICKSON 4.1	97.0		f 9.55	11.35		
65		3.10		f 6.29		382.0		PENOYAR 3.3	92.9		f 9.46	11.10		
YP		3.25		f 6.36		385.3		BRAY WYE 1.3	89.6		f 9.40	10.55		
70 WP		3.35		s 6.39		386.6	D	BRAY 4.2	88.3		s 9.37	10.45		
65		3.50		f 6.48		390.8		KEGG 4.0	84.1		f 9.28	10.20		
65		4.05		f 7.00		394.8		JEROME 4.0	80.1		f 9.20	10.00		
67WP		4.25		s 7.08		398.8	D	MT. HEBRON 2.6	76.1		s 9.13	9.50		
65P		4.45		s 7.13		401.4	D	MACDOEL 1.6	73.5		s 9.07	9.30		
65		4.50		f 7.16		403.0		SOMERSET 4.4	71.9		f 9.04	9.16		
64		5.05		f 7.25		407.4		MAY 4.4	67.5		f 8.56	9.06		
66 P		5.25		s 7.33		411.8	D	DORRIS 4.5	63.1		s **8.47**	**8.47**		
65		5.40		f 7.43		416.3		CALOR 2.0	58.6		f 8.38	8.10		
9				f		418.3		IVAN (Spur) 2.1	56.6		f			
66W		6.00		s 7.52		420.4		WORDEN 2.8	54.5		s 8.30	7.55		
64		6.20		f 7.57		423.2		ADY 3.6	51.7		f 8.24	7.45		
72		6.35		s 8.05		426.8		MIDLAND 4.0	48.1		s 8.16	7.35		
65		6.50		f 8.13		430.8		TEXUM 3.4	44.1		f 8.07	7.20		
Term. Yd. WFYP	10.00AM	7.05PM	10.00AM	8.20PM		434.2	DR	**KLAMATH FALLS** 2.4	40.7		8.00AM	7.10AM	2.05PM	2.35PM
66	10.08		10.08			436.6		CHELSEA 2.1	38.3				1.50	2.24
66	10.15		10.15			438.7		WOCUS 4.3	36.2				1.38	1.52
66	10.30		10.30			443.0		ALGOMA 4.6	31.9				1.25	1.39
66	10.45		10.45			447.6		OUXY 3.5	27.3				1.15	1.19
	10.51		10.51			451.1		HARRIMAN LODGE (No Siding) 1.1	23.8				1.03	1.08
66	11.01		11.01			452.2		LELU 4.3	22.7				12.59	1.04
71	11.15		11.15			456.5		LOBERT 4.9	18.4				12.46	12.51
66WYP	11.30		11.30			461.4	D	CHILOQUIN 1.3	13.5				12.30	12.36
4						462.7		PINE RIDGE (Spur) 1.7	12.2					
6						464.4		SYCAN (Spur) 1.4	10.5					
66	11.40		11.50AM			465.8	R	**MEVA** 4.1	9.1				12.01PM	12.26
71	11.50AM					469.9		SPRAGUE 5.0	5.0					12.16
71YP	12.01PM					474.9	R	**KIRK**	0.0					12.05PM
	Arrive Friday Only	Ar. Mon., Wed. & Fri.	Ar. Mon. and Wed. Only	Arrive Daily				(126.5)			Leave Daily	Lv. Tues., Thur. & Sat.	Lv. Mon. and Wed. Only	Leave Friday Only
	(2.01) 20.18	(7.37) 11.26	(1.50) 17.23	(3.30) 24.51				Time over District Average speed per hour			(3.28) 24.75	(8.00) 10.72	(2.04) 15.29	(2.30) 16.28

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

SPECIAL RULES. "SAFETY FIRST"

F SECOND (2d)

Operator will fill out clearance, designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in blank space where time is shown. This paragraph includes territory outside of automatic block signals also.

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AUTOMATIC SIGNALS.

A stick relay is located east of turn-table at Siskiyou to allow rear portion of freight trains to come through Tunnel 13 after head portion has cleared point where relay is located, and must not be used for any other purpose.

Automatic block signals controlled by track circuits are located east and west end of Tunnels 13 and 14, near Siskiyou. Trains approaching and passing these signals will be governed by automatic block system rules.

Referring to Rule 504, Book of Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman.

Trainmen must not depend upon the block system to protect their trains.

On single track, within automatic block system limits, last portion of Rule 86 will not apply.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
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A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26/40-30 394	4000 to 4016	53	43050 "
MC-57 26/40-30 398	4017 to 4028	53	43050 "
MC-57 26/40-30 401-S	4029 to 4043	53	43500 "
MC-57 26/40-30 395-S	4044 to 4048	53	43500 "
C-57 22/03 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical distributing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

Maximum speed of any train at any point must not exceed 50 miles per hour.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook Pineland and Weed	20	10
Hornbrook and Snowdon Dunsmuir and Gazelle Grass Lake and Pineland	25	15
Dunsmuir and one mile east of Middle Creek Klamath Falls and Kirk	25	15
One mile east of Middle Creek and Red Bluff Snowdon and Edgewood Grass Lake and Klamath Falls	30	25

With exceptions noted trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Red Bluff-Redding	50	
Red Bluff and one mile east of Middle Creek		30
Grass Lake-Klamath Falls	40	35
Klamath Falls-Chiloquin	25	25
Edgewood-Snowden	50	35

Passenger trains between Mile Post 400 and Hilt must not exceed 25 miles per hour.

Maximum speed of Mikado type of engines (Mk 57 23¾/30 205) must not exceed 40 miles per hour over portions of division where passenger trains are permitted to make 50 miles per hour.

Freight trains descending grade between Hornbrook and Clawson, Deetz and Edgewood, Sisson and Dunsmuir must not exceed speed of 15 miles per hour.

Freight trains of 20 cars or less must not exceed 18 miles per hour descending grade between Dunsmuir and Morley and 20 miles per hour between Morley and one mile east of Middle Creek.

Freight trains of over 20 cars must not exceed 15 miles per hour descending grade between Dunsmuir and Morley and 18 miles per hour between Morley and one mile east of Middle Creek.

Freight trains will not exceed 12 miles per hour on descending grade between Pineland and Weed.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yard.

Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

Trains must not exceed 15 miles per hour over Big Canon Bridge.

Eastward passenger trains will not exceed fifteen miles per hour over west switch Gibson, and switch at Barnard. Westward passenger trains will not exceed fifteen miles per hour over east switch at Elmore.

Sufficient retainers to properly control train will be used on descending grade between Ashland and Delta, Grass Lake and Weed.

Trains must reduce speed in territory covered by slow boards, located as follows:

Small:

Curve No. 572
West Board, 1900 feet west of Mile Post 327
East Board, 1000 feet west of Mile Post 327
15 miles per hour—Passenger.
10 miles per hour—Freight.

Cantara:

Curve No. 579.
West Board, 700 feet west of Mile Post 328
East Board, 850 feet east of Mile Post 328
15 miles per hour—Passenger.
10 miles per hour—Freight.

SPEED RESTRICTIONS—(Continued).

Edgewood:

Curve No. 724 West Board, 1650 feet west of Mile Post 354 East Board, 1200 feet west of Mile Post 354	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 725 West Board, 1050 feet west of Mile Post 354 East Board, 500 feet west of Mile Post 354	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 732 West Board, 650 feet east of Mile Post 355 East Board, 2200 feet east of Mile Post 355	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 733 West Board, 2360 feet east of Mile Post 355 East Board, 2000 feet west of Mile Post 356	25 miles per hour—Passenger. 15 miles per hour—Freight.

Montague:

Curve No. 760 West Board, 2100 feet east of Mile Post 373 East Board, 2200 feet west of Mile Post 374	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 761 West Board, 1600 feet west of Mile Post 374 East Board, 960 feet west of Mile Post 374	25 miles per hour—Passenger. 15 miles per hour—Freight.

Snowdon:

Curve No. 772 West Board, 2420 feet east of Mile Post 381 East Board, 2200 feet west of Mile Post 382	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 773 West Board, 2140 feet west of Mile Post 382 East Board, 1400 feet west of Mile Post 382	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 774 West Board, 1360 feet west of Mile Post 382 East Board, 940 feet west of Mile Post 382	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 779 West Board, 1620 feet west of Mile Post 383 East Board, 1180 feet west of Mile Post 383	25 miles per hour—Passenger. 15 miles per hour—Freight.

Ager:

Curve No. 791 West Board, 2200 feet east of Mile Post 385 East Board, 2800 feet east of Mile Post 385	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 793 West Board, 1780 feet west of Mile Post 386 East Board, 1430 feet west of Mile Post 386	25 miles per hour—Passenger. 15 miles per hour—Freight.

Thrall:

Curve No. 812 West Board, 600 feet east of Mile Post 389 East Board, 1600 feet east of Mile Post 389	25 miles per hour—Passenger. 15 miles per hour—Freight.

Klamathon:

Curve No. 816 West Board, 740 feet west of Mile Post 390 East Board, 280 feet west of Mile Post 390	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 816A West Board, 250 feet west of Mile Post 390 East Board, 30 feet west of Mile Post 390	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 817 West Board, 200 feet east of Mile Post 390 East Board, 470 feet east of Mile Post 390	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 818 West Board, 820 feet east of Mile Post 390 East Board, 1440 feet east of Mile Post 390	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 820 West Board, 1440 feet west of Mile Post 391 East Board, 400 feet west of Mile Post 391	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 821 West Board, 20 feet west of Mile Post 391 East Board, 470 feet east of Mile Post 391	25 miles per hour—Passenger. 15 miles per hour—Freight.

Gregory:

Curve No. 911 West Board, 1800 feet west of Mile Post 408 East Board, 50 feet west of Mile Post 408	15 miles per hour—Passenger. 10 miles per hour—Freight.

Wall Creek:

Curve No. 955 West Board, 2100 feet west of Mile Post 415 East Board, 160 feet east of Mile Post 415	15 miles per hour—Passenger. 10 miles per hour—Freight.

Steinman:

Curve No. 975 West Board, 1350 feet west of Mile Post 418 East Board, 250 feet east of Mile Post 418	10 miles per hour.

Mistletoe:

Curve No. 1008 West Board, 1850 feet east of Mile Post 423 East Board, 2770 feet west of Mile Post 424	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 1011 West Board, 1300 feet west of Mile Post 424 East Board, 630 feet west of Mile Post 424	25 miles per hour—Passenger. 15 miles per hour—Freight.
Curve No. 1013 West Board, 640 feet east of Mile Post 424 East Board, 1120 feet east of Mile Post 424	25 miles per hour—Passenger. 15 miles per hour—Freight.

Curves:

Rocky Point, one-half mile west of Geagan. One mile west of Evans Weed Yard, Lumber Co.'s crossing, eight-tenths mile east of Weed depot	12 miles per hour.

LOCATION OF OVERHEAD STRUCTURES

Main Line

M. P.	Between		Structure	Height	Crossing
258.5	Redding		H'way Bridge	21′ 0″	S. P. Tracks
269.6	Motion	Coram	Tunnel No. 1	17′ 10″	
276.6	Kennet	Pitt	Tunnel No. 2	17′ 9″	
278.9	Pitt	Morley	Tunnel No. 3	18′ 3″	
285.7	Elmore	Antler	Tunnel No. 4	17′ 11″	
286.3	Elmore	Antler	Tunnel No. 5	17′ 8″	
286.4	Elmore	Antler	Bridge No. 3	21′ 8″	Sacramento River
288.9	Elmore	Antler	Tunnel No. 6	21′ 6″	
295.6	Smithson	Delta	Tunnel No. 7	18′ 7″	
299.8	Delta	Lamoine	Tunnel No. 8	18′ 2″	
301.8	Lamoine	Gibson	Bridge No. 6	21′ 9″	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21′ 9″	Sacramento River
305.3	Gibson	Sims	Bridge No. 8	21′ 9″	Sacramento River
305.4	Gibson	Sims	Tunnel No. 9	17′ 8″	
306.7	Gibson	Sims	Bridge No. 9	21′ 9″	Sacramento River
307.0	Gibson	Sims	Tunnel No. 10	18′ 0″	
308.6	Gibson	Sims	Bridge No. 10	21′ 9″	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21′ 9″	Sacramento River
310.3	Sims	Flume	Bridge No. 12	21′ 10″	Sacramento River
310.4	Sims	Flume	Tunnel No. 11	18′ 3″	
310.6	Sims	Flume	Bridge No. 13	21′ 9″	Sacramento River
315.8	Castella	Dirigo	Bridge No. 1	21′ 10″	Castle Creek
317.6	Castle Rock	Castle Crags	Bridge No. 14	21′ 9″	Sacramento River
317.8	Castle Rock	Castle Crags	Bridge No. 15	21′ 9″	Sacramento River
323.3	Upper Soda	Shasta Retreat	Snow Shed	20′ 0″	
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16	21′ 9″	Sacramento River
327.2	Small	Cantara	Bridge No. 17	21′ 9″	Sacramento River
329.4	Cantara	Mott	Tunnel No. 12	19′ 1″	
390.9	Klamathon	Hornbrook	Bridge	21′ 8″	Klamath River
411.3	White Point	Siskiyou	Tunnel No. 13	18′ 0″	
414.6	Siskiyou	Wall Creek	Tunnel No. 14	18′ 5″	
415.2	Siskiyou	Wall Creek	Tunnel No. 15	18′ 10″	
419.9	Steinman	Mistletoe	Tunnel No. 16	18′ 6″	
	WEED SUB-DIVISION				
412.5	Dorris	Calor	Tunnel No. 1	21′ 4″	
414.7	Dorris	Calor	Tunnel No. 2	21′ 4″	
431.8	Texum	Klamath Falls	H'way Bridge.	21′ 11″	S. P. Tracks
460.7	Lobert	Chiloquin	Bridge No. 1	21′ 10″	Sprague River

AVERAGE WEIGHT OF PASSENGER TRAIN CARS.

Kind of Car	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Pullman Parlor	116,000	....	....
Pullman Observation	124,500	150,000	127,000
Pullman Std. Sleepers	125,000	150,000	140,000
Pullman Tourist Sleepers	94,000	....	110,000
Buffet	114,000	....	121,000
Buffet (Dynamo)	....	146,000	....
Observation	122,000	....	....
Dining	126,000	146,000	131,000
Business	107,000	178,000	135,000
Chair	87,000	98,000	....
Coaches	80,000	92,000	....
Postal	....	110,000-60′ 77,000-40′	....
Baggage	78,000	88,000	....
Baggage (Dynamo)	....	106,000	....
Baggage and Passenger	54,000	....	....
Baggage and Mail	76,000	121,900-69′ 90,600-60′	93,000
Tea and Silk	48,000	......	....
Horse Express	81,000	......	....

MISCELLANEOUS.

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "Minimum running time between stations" for passenger and freight trains respectively.

Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water, and where head engines cannot handle forward portion of train without assistance of helper, latter must not be cut off until after forward portion of train has been shoved by tank.

Engines on freight trains of twenty cars or over must in all cases be cut off before taking water.

Freight trains taking water at Steinman will observe the following rules:

Leading engines and pusher engines must not be cut from head and rear portion of train at the same time.

Trains entering sidings or other tracks will do so under control and see and know the track is clear. Responsibility for collision with cars under such circumstances is placed upon the entering train.

The side track end of ALL LINK SWITCHES at all stations after using, must be left lined up for SIDING.

When necessary to occupy Iron Mountain Railroad Company's tracks at Keswick and McCloud River Railroad Company's tracks at Sisson, including the west leg of Wye at Sisson, it must be under protection of flag.

The tonnage of any train between Siskiyou and Ashland, Siskiyou and Hornbrook, Grass Lake and Weed, must not exceed eighty M's per operative brake, and between Deetz and Edgewood, Azalea and Small, must not exceed one hundred M's per operative brake.

Light extras westward, when so designated in train orders, will take siding for eastward extras, including light extras.

SCALES.

Track scales shown at following stations are private scales: Coram, Kennet, Weed.

WATER SUPPLY BETWEEN STATIONS.

Emergency water pipe, Castella.
Tank ¾ mile east Cantara.
Tank 1 mile east Cole.
Tank 1 mile west Siskiyou.
Tank ¼ miles east of Grenada.

SPECIAL RULES—Continued.

YARD LIMITS.

Yard limits of Red Bluff extend from Yard limit board east of Red Bluff to Yard limit board west of West switch Rawson on Sacramento Division.

Yard limits of Dunsmuir extend from Yard limit board east of East switch Small to Yard limit board west of West switch Castle Crag.

Yard limits of Ashland extend from Yard limit board west of Ashland to Yard limit board east of Ashland which is also junction between Shasta Division and Portland Division.

Yard limits of Bray extend from Yard limit board east of Bray to Yard limit board west of Bray wye.

Yard limits of Klamath Falls extend from Yard limit board west of Klamath Falls to and include Hank Spur, 3.6 miles east of Klamath Falls.

Yard limit sign boards are in place at east and west end of yards at

Red Bluff
Redding
Keswick
Kennet
Pitt
Delta
Lamoine
Dunsmuir
Mott
Sisson
Upton
Deetz
Weed
Edgewood
Gazelle
Montague
Hornbook
Hilt
Gregory
Steinman
Ashland
Grass Lake
Bray
Dorris
Klamath Falls
Algoma
Chiloquin

Rule 93 will be observed in above yards, and will apply at all stations on Weed Subdivision between Klamath Falls and Kirk, between switches.

RATING OF LOCOMOTIVES
(In M's of 1000 Pounds Back of Tender)

CLASS	ENGINE NUMBERS	Boiler Pressure	ASHLAND and HORNBROOK	DUNSMUIR and EDGEWOOD	SNOWDON to EDGEWOOD, EDGEWOOD to HORNBROOK, RED BLUFF to DUNSMUIR	HORNBROOK to SNOWDON	DUNSMUIR to RED BLUFF (Single Engine)	DUNSMUIR to RED BLUFF (Double Hooker Hill)
T—63 20/26 112	2235 to 2273	180	435	700	1330	935	2395	2635
T—63 21/28 144	2301 to 2310	200	565	910	1745	1225	3130	3425
T—63 22/28 160	2311 to 2352	200	610	990	1900	1325	3420	3755
C—51 19/30 96	2507 to 2512	150	400	630	1205	835	2130	2345
C—57 22/30 187	2513 to 2599, 2752 to 2830	200	695	1105	2100	1475	3745	4115
C—57 22/30 184	2694 to 2751							
C—57 22/34 176	2615, 2621 to 2623	185	695	1090	2055	1450	3635	3995
C—57 22/30 180	2624 to 2679	200	715	1125	2120	1495	3765	4135
C—57 22/30 178	2680 to 2693							
MK—57 23¾/30 205	3200 to 3208, 3216 to 3235	180	655	1080	2130	1470	3835	4225
TW—55 22/26 147	2900 to 2913	180	625	975	1840	1295	3240	3565
TW—57 20/30 114	2926	160	450	720	1375	965	2420	2690
C—51 20/24 107	2500	150	410	650	1230	865	2185	2400
TW—20 30/26 118	2947	170	490	785	1495	1050	2635	2930
Allowance for Empty and Underloaded Cars	Less than 40 M's		3	3	3	3	3	3
	40 to 50 M's		0	0	0	0	0	0
	More than 50 M's		0	0	0	0	0	0

CLASS

"T"—Ten Wheelers.
"C"—Consolidation Engines.
"TW"—Twelve Wheelers.
"MK"—Mikado.

Example:—Consolidation Engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

C-57 $\frac{22}{30}$ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco	
Dr. H. A. Parker	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. E. J. Cornish	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. Paul Wright	District Surgeon	Sisson	Between Mott and Deetz
Drs. W. E. and F. H. Tebbe	District Surgeons	Weed	Between Deetz, Gazelle and Grass Lake
Dr. H. W. Smith	Emergency Surgeon	Mt. Hebron	
Dr. G. W. Dwinnell	District Surgeon	Montague	Between Gazelle and Hornbrook
Dr. Chas. Pius	Asst. Surgeon	Montague	
Dr. G. L. Helms	District Surgeon	Hilt	Between Ager and Siskiyou
Dr. A. W. Boslough	District Surgeon	Ashland	Between Siskiyou and Talent
Dr. W. Gavey	District Surgeon	Red Bluff	Between Red Bluff and Cottonwood
Dr. A. B. Gilliland	Emergency Surgeon	Cottonwood	
Dr. C. A. Bell	District Surgeon	Anderson	Between Cottonwood and Girvan
Dr. F. Stable	District Surgeon	Redding	Between Girvan and Keswick
Dr. G. W. Sevenman	Emergency Surgeon	Keswick	
Dr. Stanholdt	District Surgeon	Kennet	Between Keswick and Delta
Dr. Phillip Petch	District Surgeon	Lamoine	Between Delta and Sims
Dr. A. A. Atkinson	District Surgeon	Dorris	Between Grass Lake and Ady
Dr. G. W. Merryman	District Surgeon	Klamath Falls	Between Ady and Klamath Falls

HOSPITALS:—General Hospital San Francisco, Cal.; S. P. Hospital, Sacramento, Cal; Emergency Hospital, Dunsmuir, Cal.

NOTE:—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

Any officer of the Company is authorized to call Company Surgeon to attend the injured.

When tramps or other trespassers are injured on the Company's lines they should be turned over to friends or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

Stretchers are located at following stations:

Red Bluff
Redding
Kennet
Dunsmuir
Sisson
Weed
Montague
Hornbrook
Ashland
Klamath Falls

TRAIN DISPATCHERS.

H. H. Carpenter F. C. Nourse G. C. Barton K. W. Jones A. J. Lebourveau

CHIEF TRAIN DISPATCHER.............W. B. KIRKLAND.........................Dunsmuir

TRAINMASTER...........................G. V. GILLETTE.........................Dunsmuir

J. W. METCALF,
Superintendent.

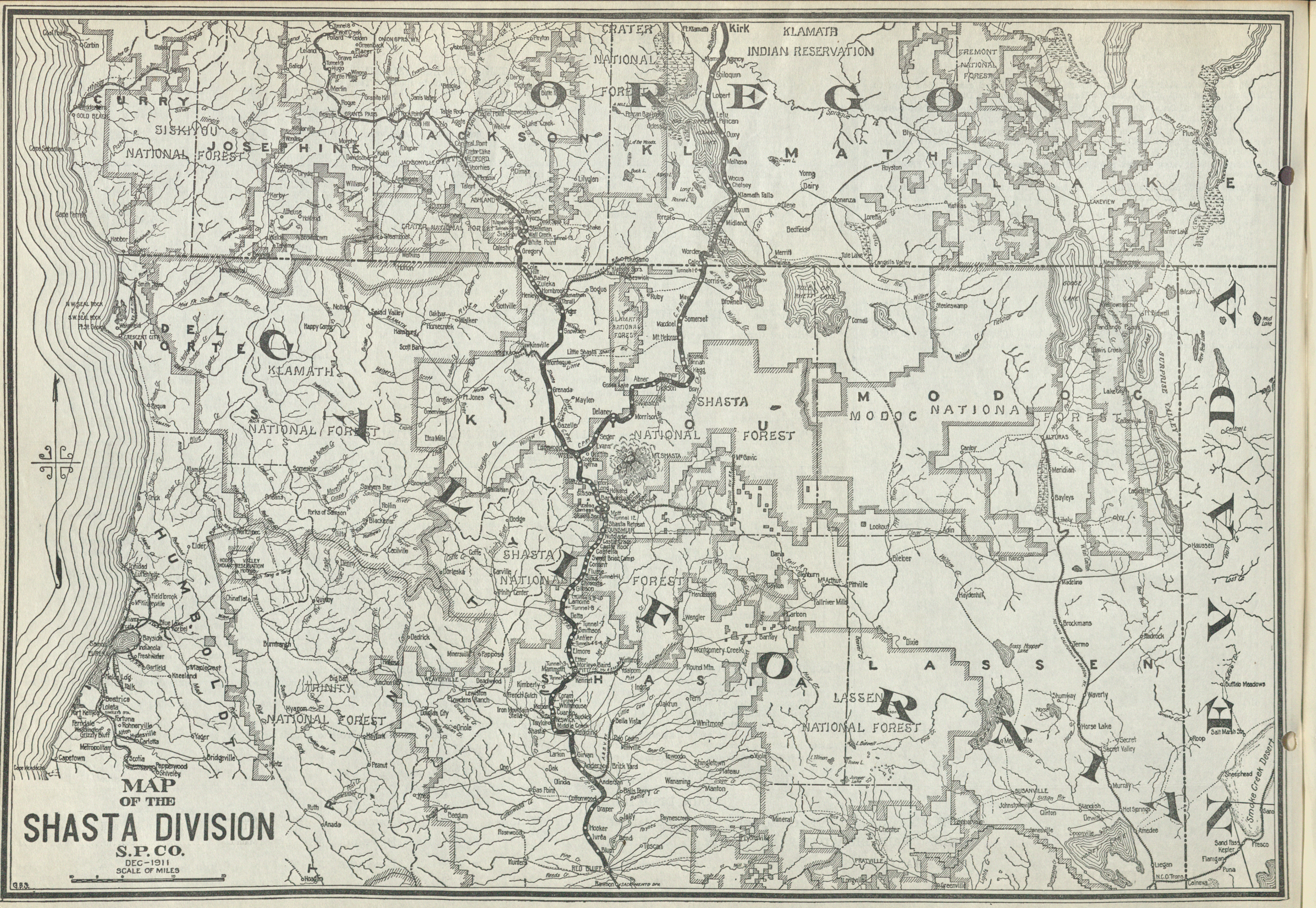
J. W. FITZGERALD,
Asst. Superintendent.

MILEAGE.
MAIN LINES.

Red Bluff to Cal.-Ore. State Line......C. P. Ry........	180.55	
Cal.-Ore. State Line to Ashland.......O. & C. R. R....	26.68	
Total Main Line..........................		207.23

BRANCH.

Klamath Falls.........C. P. Ry......Weed to Kirk....	126.49
Total Shasta Division..........................	333.72



MAP OF THE SHASTA DIVISION

S.P.CO.

DEC-1911

SCALE OF MILES

OREGON
CALIFORNIA
NEVADA
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DEL NORTE
SISKIYOU
HUMBOLDT
TRINITY
SHASTA
MODOC
LASSEN
SISKIYOU NATIONAL FOREST
CRATER NATIONAL FOREST
KLAMATH INDIAN RESERVATION
FREMONT NATIONAL FOREST
KLAMATH NATIONAL FOREST
SHASTA NATIONAL FOREST
MODOC NATIONAL FOREST
TRINITY NATIONAL FOREST
LASSEN NATIONAL FOREST
HOOPA VALLEY INDIAN RESERVATION
MT. SHASTA
GOOSE LAKE
SURPRISE VALLEY
Smoke Creek Desert
Grants Pass
Medford
Jacksonville
Ashland
Siskiyou
Hornbrook
Montague
Gazelle
Weed
Sisson
Dunsmuir
Shasta Retreat
Castle Rock
Kennett
Redding
Anderson
Cottonwood
Red Bluff
Klamath Falls
Lakeview
Alturas
Crescent City
Eureka
Arcata
Weaverville
Yreka
Susanville
Hot Springs
Amedee
Beatrice
Fortuna
Scotia
Capetown
Ferndale
Trinidad
Orick
Requa
Fort Jones
Etna Mills
Sawyers Bar
Orleans
Forks of Salmon
McCloud
Montgomery Creek
Burney
Fall River Mills
Adin
Bieber
Likely
Cedarville
Ft. Bidwell
Davis Creek
Madeline
Termo
Ravendale
Horse Lake
Secret Valley
Standish
Janesville
Greenville
Chester
Manton
Millville
Shingletown
G.B.S.